

COLUMBIA IN COURT AGAIN

(Continued from Page One.)

City of Columbia, the sale of which occurred on the 21st day of February, 1899, at 12 o'clock noon; that at said time said Ng Fawn informed this affiant, that he, said Ng Fawn, and others with whom he was interested, were prepared, and would bid up to \$8,000 or \$10,000 for said steamship; that this affiant within a few minutes after the hour of 12 o'clock on said 21st day of February, 1899, was at Kalakaua Hale, in said Honolulu, and was informed by someone there, that said steamship had just been sold to one Harry Evans for the sum of \$1500; that affiant immediately proceeded to look up said Ng Fawn and found said Ng Fawn at his store on King street, in said City of Honolulu, and then and there informed said Ng Fawn of said sale; that said Ng Fawn at that time expressed surprise that the sale had taken place, and informed this affiant that he was of the impression that the sale was to have taken place on the 22nd day of February, 1899; that this affiant thereupon went to said Harry Evans and did offer him the sum of \$2,500 for said purchase, which said Harry Evans refused.

AFFIDAVIT OF SAILORS

being duly sworn on their oath depose and say, each for himself, that they are of the plaintiffs in the above entitled cause which was heretofore brought by them in this Court for the recovery of certain amounts claimed as wages due from the said steamship City of Columbia; that their said wages as aforesaid were approved by order of this Court and subsequently said steamship City of Columbia was ordered to be sold to satisfy said wages; that upon the day appointed for the sale of said steamship, to-wit, the 21st day of February, 1899, at 12 o'clock noon, said steamship was sold to one Harry Evans, for the sum of \$1500; that your affiants are informed and believe to be true that the said sum of \$1500 is not sufficient to pay the Marshal's costs attendant upon said sale; that if said sale is confirmed by this Court that your affiants and the plaintiffs herein, will be entirely deprived of any relief in the premises; that your affiants are poor and without means to buy the necessities of life with; that they have incurred indebtedness here in the City of Honolulu, the payment of which have been dependent upon the payment to them as aforesaid of said wages through the sale of said steamship; that your affiants verily believe that were another sale ordered of said ship, a sum largely in excess of \$1500 could be secured, and that your affiants would be relieved from the necessities which have been thrown upon them; that affiants further say that in their opinion the sum of \$1500 is grossly inadequate for said steamship, and that the same is worth the sum of \$30,000.

AFFIDAVIT OF E. B. McCLANAHAN

E. B. McClanahan being first duly sworn on his oath deposes and says that on the 21st day of February, 1899, in the City of Honolulu, at the hour of 11:55 a. m. he was present in front of Kalakaua Hale, in the City of Honolulu, attending upon the sale of the steamship City of Columbia; that at said hour there was gathered outside of the front entrance of said Kalakaua Hale some forty or fifty people; that at that time a heavy shower of rain came up and dispersed said crowd of people, some of them crowding into the main entrance of said Kalakaua Hale, until it was in a crowded condition, so crowded, that it would have been difficult for said entrance to have sheltered a greater number of people; that at such time, and during said heavy downpour of rain, and under such circumstances, the sale of the steamship City of Columbia took place, and your affiant verily believes that if said sale had taken place after said shower of rain, in the accustomed place for public sales of this nature, outside of said building, that there would have been greater publicity to the same, and that there would have been more bidders at said sale.

Happyly Married

Miss Tasca Jones and Norman Halstead were united for life yesterday at the home of Dr. and Mrs. Monsarrat, the latter being the sister of the bride. The marriage ceremony was performed by Rev. M. Gardner, the new pastor of the Christian church. The wedding was private, but a few friends being in attendance. Mr. and Mrs. Halstead left for Maui in the afternoon to be gone ten days. On their return they will make their home in the residence of Ollie Sorenson. The bride is one of the beauties of the city and a great favorite in society. Mr.

overman Halstead is of the well known Waitania family, and is regarded as one of the coming young men of the Islands. He is an employee in the bank of Bishop & Co.

Sunday School Rally

At the meeting to be held at the Y. M. C. A. at 4:30 this afternoon, there will be heard reports from pastors and Sunday school superintendents on the proposed great rally of the Sabbath schools in May next. So far as can be learned the idea has been enthusiastically endorsed in every quarter. Every evangelical church in the city is interested.

The leaders for the Sunday school lesson study this afternoon will be Rev. V. K. Azbill, Miss Lawrence, Mrs. Theo. Richards, Mr. Pinkham, the latter presenting the blackboard illustration.

AN ARCTIC SUIT

Correct Costume for Travel in the Klondike Region.

The accompanying cut shows how a man looks when attired in a regular Klondike outfit. Most people are under the impression that the clothing worn in the extremely cold climate of the Klondike is very heavy. Such, however, is not the case. The garments worn are very closely woven, allowing neither the heat of the body to escape nor the exterior cold to penetrate. Furs cannot be worn around the body when travelling. They cause perspiration and do not thoroughly prevent the cold from coming in and striking the warm body, causing sudden freezing.

The heaviest underwear obtainable is worn, with a light suit next to the skin to prevent rubbing with the rough surface. Over this comes the heavy



C. I. HELM. (In Klondike Costume.)

blue flannel miner's shirt, which is covered with a heavy sweater—all these garments being closely woven. The trousers are made of heavy Mackinaw woolen.

The feet are covered with four pairs of socks, together with a fifth pair of very heavy ones which come up over the trousers. The shoes worn are heavy moose skin moccasins, with thick sheepskin linings.

Over all the body comes the light, big, closely woven "parka." The collar of this is of the finest fur, and when it is extremely cold this collar is gathered in front of the face and the heavy fur cap with its thick earlaps is pulled down over the head. This leaves almost no opening to see through, only sufficient to notice the trail. At times a silk handkerchief is wrapped around the face to prevent chilled air being inhaled, and causing quick consumption. A thick pair of woolen mitts is worn on the hands, which are then encased in big furs, the cuffs of which come clear up to the elbow.

FLAGSHIP GONE

The Cruiser Philadelphia Sails Away—Scindia.

The United States cruiser Philadelphia (flagship) sailed at 2 o'clock yesterday afternoon for Samoa. She is expected to return inside of two months on her way to San Francisco to go into drydock. Lieut. Lansdale, formerly navigating officer, is now executive officer in place of Lieut. Stevens, who was invalided home just prior to the flagship's departure.

The collier Scindia is alongside of Pacific Mail wharf repairing boilers, which, it is expected, will be finished in a fortnight. Lieut. Safford, who came on the Iris, is now executive officer of the Scindia. The Scindia will take on about 4,000 tons of coal for Samoa and from there will sail for Manila.

BACK TO CHINA

Laborers Who Can Do Better in the Home Land.

THEY CAME FROM FARMS

Cancelled Contracts—Give Reasons for Desire to Return—Money Consideration—Hard Work.

Three Chinese laborers of the cane fields, with unexpired but cancelled contracts, appeared at the office of Wray Taylor, Commissioner of Immigration, yesterday to settle up their bank accounts preparatory to returning to China, never to come back to these Islands. The credits in their pass books were less than the sum required for passage to China and they produced the difference in coin, tickets will be purchased for them to leave by the next steamer. An interpreter was secured and the men were questioned at length. This was their story:

All three were married. All had small holdings of land in China. All were farmers. They had come to Hawaii to remain several years, it being represented to them that they could rapidly earn and easily save a large amount of money. Besides wishing to rejoin their families, the men gave the following reasons for having reached the decision to return to China with no thought of again visiting Hawaii:

First. They can make more money as farmers in China than they can as laborers here. They can get not less than \$12 a month there and there were \$16 a month gross here.

Second—They do not like their treatment by the lunas.

Third—The work here is too laborious.

Two of the Chinamen were quite intelligent fellows. One could understand a little English and could as well use some Hawaiian words correctly. These men did not have any slave labor tale to tell. One said that a luna had once kicked him, another that a luna had once struck him, and the third that the "boss" was simply ill-humored. The food and lodgings were satisfactory and the medical attendance free was appreciated. They liked the climate of Hawaii. They were certain of employment indefinitely, with perhaps more pay in the future, but on the whole, taking all things into consideration, they could better themselves by returning to China and again becoming farmers.

The three Chinese told how laborers were recruited in their country. A man acquainted in the district placed posters everywhere telling of the inducements Hawaii offered, particularly to agricultural laborers. Then meetings were held and everything explained. Finally came the signing of the contracts and embarkation. The men exhibited neither signs of disappointment nor any bounding joy over the prospect of getting to their homes again. They had simply made a cold calculation.

One of the plantations near Honolulu has an unusually large percentage of "querriers." Still none of the estates on this island are very short of labor. This is most marked with the estates on the line of the railway. Every Chinaman or Jap driven who finds himself completely stranded in Honolulu goes down the road and signs on one of the plantations.

EYE AND EAR INFIRMARY

Plan to Give Free Treatment for the City's Poor.

Honolulu is to have an eye and ear institution. The first steps toward its establishment were taken yesterday morning, when a meeting was held at the offices of J. F. Hackfeld & Co.

A board of directors was immediately elected, consisting of the following: President, Robert Lewers; E. A. Mott-Smith, secretary and treasurer. J. F. Hackfeld, B. F. Dillingham, Thos. Hobron, L. C. Ables.

When the subscription lists were opened in order that necessary arrangements might be started, every man present subscribed for a large amount.

Three days in the week will be set aside for the treatment of poor patients. Dr. H. C. Sloggett, who will give his services gratuitously, has been appointed surgeon, and will be assisted by Dr. G. P. Andrews.

The Chowder Lunch

The down town restaurants were practically deserted during the noon hour yesterday. Even the Millionaire table at Nolte's was without a quorum. This was on account of the Chowder Lunch at Central Union Church. Besides the chowder, there was a full amount of cold meats and salads and coffee and dessert, all from the homes of the ladies and all served in most charming manner. The affair was satisfactory in every way. An idea of the liberal patronage may be formed when it is known that fifteen gallons of chowder were used.

TO TUNE UP THE SYSTEM AGAINST OPPRESSIVE HEAT

"I Consider it Unequaled"

Mr. Edwin Bright of Brisbane Queensland, gives this strong testimonial:



"I am pleased to say, I have used

AYER'S Sarsaparilla

both in the United States and through out Australia whenever I have felt the need of a tonic. As a remedy for loss of appetite, weakness and debility, and to tune up the system to withstand the oppressive heat and sudden changes, I consider it unequalled."

For constipation take Dr. Ayer's Pills. They promptly relieve and gently cure. Take them with Dr. Ayer's Sarsaparilla and you will be cured.

HOLLISTER DRUG CO., Agents.

LOCAL BREVITIES.

This is election day. Francis Gay, of Makaweli, returns home tonight.

Col. W. H. Cornwell returns to Waikapu this morning.

About 100 tons of sugar a day is now being made at Ewa mill.

The Minister of Finance has a notice in this issue to tax payers.

Promoter A. V. Gear and F. H. Hayes-elden left for Lanai yesterday.

George Robertson will be a passenger on the Mauna Loa for Kau today.

A circus now touring in Australia will visit Hawaii in a few months.

A good many of the Engineers practice rifle shooting at Kakaako and Iwilei.

President Dole and Attorney General Smith have gone to Hilo for a few days.

Era Poppletton, of bakery and bankrupt fame, has left the country "for good."

Senator T. F. Lansing was a passenger to Lahaina on the Kilohana yesterday.

Miss Mist will leave on the Mikahala this evening for a visit to friends on Kauai.

"Shanks" Mossman has signed several candidates for oars in Myrtle racing crews.

Strictly up-to-date canopy top buggies, by the Australia, for Schuman, Fort street.

George Wilson has been appointed port superintendent for Henry Waterhouse & Co.

Chas. Bellina has been joined at the Club Stables by his brother, William, from the States.

Dr. Carrington Bolton, a scientist, has delivered an illustrated lecture at Washington on Hawaii.

Money is firm at 7 and 8 here. It will loosen up somewhat soon, as the dividend season is approaching.

No dyspepsia where the Blue Flame oil stove is used. The Hawaiian Hardware Co., Agents, Fort Street.

A. B. Wood, of Henry Waterhouse & Co., leaves by the China on March 10 for a business trip to the coast.

Miss Jeannine Curtis and J. A. Butterfield were quietly wedded last evening at the home of Rev. and Mrs. W. A. Gardner.

Kinney, Ballou & McClanahan, the attorneys, are fitting up their new office in the Judd building and will be moved by March 1.

The contract for building the Kaia-puna road in Puna, has been awarded to R. J. Lyman for \$8,946. Contracts

for other roads on Hawaii are in abeyance.

Dr. C. A. Peterson, inspector of plantation laborers and quarantines, will go to Waialua today.

One 18x12 inch horizontal, slide-valve second hand engine for sale. Apply to Catron, Neil & Co.

A newly admitted attorney had a hard wrestle in the Circuit Court yesterday with native names.

Maj. Wood, U. S. A., chief army medical officer here, is soon to go on the retired list on account of age.

Mons. Polito, the new Consul for France, accredited from Washington, was a caller at the Executive Building yesterday.

One man who now gets nothing out of the sale of the City of Columbia was at one time offered 90 cents on the dollar for a \$600 claim.

One lumber firm of the town is discharging four ships and has another in the stream, but hardly any seasoned lumber in the yards.

Reports from Molokai are to the effect that the new plan of growing taro for settlement use by settlement employees is bound to succeed.

Miss Greenwell, of Kona, who has been visiting Miss von Holt for the past month, returns to her home by the Mauna Loa this morning.

The Hawaiian Fibre Company is exhibiting in the Pacific Hardware Co.'s windows some of the hemp which was reduced by hand at their sisal farm.

The steamer Garonne on this trip from Seattle will land at Hilo the new bridge to connect C. S. Dusky's Reed Island property with the town of Hilo.

Marshal Brown, Deputy Attorney General Dole and Deputy Atkinson are all working in the prosecution of Aldrich on the charge of counterfeiting by photography.

Word is received from Hawaii by Dr. Monsarrat that the horn fly has made its appearance there and that the stock owners are quite alarmed. The pest was probably carried from Honolulu by island steamers.

Great bargains in many articles in house furnishing goods, including crockery and glassware at our bargain tables. All goods marked in plain figures. Call and inspect. W. W. Dimond & Co., Ltd., King street.

The condition of Princess Kaiulani is still rather serious, and Drs. Miner and Walters are in constant attendance. The trouble is inflammatory rheumatism and the patient will go to Germany for the waters.

Work has been started on the reservoir for the Kaimuki water works and the foundations for the pumping plant are to be laid at once. A number of houses are being built on the tract and lots are still in steady demand.

Professor A. Koebele left on the steamer last evening for Kauai, for the purpose of investigating the ravages of the cane borer on the Lihue plantation. It is said that owing to the presence of this insect the plantation is losing from one to three tons of sugar per acre.

A BIG FREIGHTER

S. S. Carlisle City, of San Diego Line, in This Port.

The California and Oriental freighter Carlisle City is at Pacific Mail wharf, having arrived early yesterday morning from Hongkong and Yokohama with a cargo of 600 tons of merchandise for local merchants and is full up with freight for San Diego, whence she sails at 6 o'clock this evening.

The Carlisle City is under a charter from a British firm and was formerly in the trade between London and Atlantic ports in the United States.

The Carlisle City was built in 1894 by Wm. Duxford & Sons, Ltd., of Sunderland. Her dimensions are as follows: Length over all, 350 feet; breadth of beam, 42 feet; depth of hold, 32 feet. Her gross tonnage is 3002 and net, 1894.

Like the Belgian King and Carmathanshire, the Carlisle City is built principally as a freight carrier, although she has accommodations for some passengers.

The officers of the freighter are: Captain, Thomas Aitken; first officer, M. Harrison; chief engineer, John Kroll. The crew numbers thirty-eight all told.

The Carlisle City sailed from Hongkong January 24th and Yokohama February 9. Strong gales were experienced all the way across the ocean, veering from northwest around westerly to southeast. On February 16th a severe storm was experienced.

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TIME TABLE

Wilder's Steamship Company

S. S. KINAU, CLARKE, COMMANDER.

Will leave Honolulu every Tuesday at 3 o'clock p. m., touching at Lahaina, Maunaloa Bay and Makana the same day; Mahukona, Kawaihae and Laupahoehoe the following day, arriving at Hilo on Wednesday evening.

Returning, will sail from Hilo every Friday at 6 o'clock p. m., touching at Laupahoehoe, Mahukona, Kawaihae, Maunaloa Bay and Lahaina, arriving at Honolulu Saturday night.

Will call at Pohokai, Puna, on the second trip of each month, arriving there on the morning of the day of sailing from Hilo to Honolulu.

The popular route to the Volcano is via Hilo. A good carriage road the entire distance.

S. S. CLAUDINE, CAMERON, COMMANDER.

Will leave Honolulu Tuesday at 5 p. m., touching at Kahului, Hana, Hamae and Kipahulu, Maui. Returning, arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once a month.

This company reserves the right to make changes in the time of departure and arrival of its steamers without notice and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser. Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent. The Company will not be liable for loss of, nor injury to, nor delay in, the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the purser of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

G. L. WIGHT, President. B. B. ROSE, Secretary. CAPT. J. A. KING, Port Supt.

Pacific Mail Steamship Co.

Occidental & Oriental Steamship Co

AND Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned.

FOR JAPAN AND CHINA: FOR SAN FRANCISCO:

| | | | |
|--------------|---------|---------------|---------|
| AMERICA MARU | FEB. 28 | HONGKONG MARU | FEB. 28 |
| | | | |
| | | | |

RATES OF PASSAGE ARE AS FOLLOWS:

| | | | |
|---------------------------|-------------|----------------------------------|--------|
| SINGLE TRIP. | | Second Cabin | |
| For San Francisco—Cabin | \$ 75 | (Toyo Kisen Kaisha only.) | 115 |
| Second Cabin | 50 | European Steerage | 100 |
| (Toyo Kisen Kaisha only.) | 25 | | |
| For Yokohama—Cabin | 150 | | |
| Second Cabin | 100 | For San Francisco—Cabin, 4 mo's. | \$125 |
| (Toyo Kisen Kaisha only.) | 75 | For Yokohama—Cabin, 4 mo's. | 225 |
| European Steerage | 85 | Cabin, 12 mo's. | 350.50 |
| For Hongkong—Cabin | 175 | For Hongkong—Cabin, 4 mo's. | 250.50 |
| | | Cabin, 12 mo's. | 375.50 |

For general information apply to

H. HACKFELD & Co., L'd. Agents.